

WEST DEVON HIGHWAYS AND TRAFFIC ORDERS COMMITTEE

22 March 2019

Present:-

Devon County Council:-

Councillors P Sanders (Chair) and J McInnes

West Devon Borough Council

Councillors B Lamb and T Leech

Devon Association of Local Councils

Councillor G Hill

Apologies:-

Councillors K Ball and D Sellis

* 38

Minutes

RESOLVED that the Minutes of the meeting held on 23 October 2018 be signed as a correct record.

* 39

Items Requiring Urgent Attention

No item was raised as a matter of urgency.

* 40

Road Safety Presentation

The Committee received a presentation from the Head of Planning, Transportation and Environment covering a Road Safety Status Update 2019 for the period 2013-2017. A new detailed 'dash board' was being developed (which would include detail to divisional/ward levels) and would be made available to all Members, District and Parish Councils, as well as other statutory agencies and partners. This would assist with future priorities, planning and policy across the partner bodies (Data for the West Devon District attached).

In addition more detail would be added to the information currently available on the Council's website at <https://new.devon.gov.uk/roadsandtransport/safe-travel/road-safety/collision-data/>

Members commended the availability of sophisticated and detailed data/information to assist the County Council and partners across Devon.

* 41

Annual Review of Waiting Restrictions

The Committee received the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/31) on the annual waiting restrictions programme process for 2019/2020 and update on progress with the 4th year of this countywide project.

To ensure that proposals could be delivered within the 2019/20 financial year, a closing date of 18 January 2019 for submission of proposals had been agreed with the Cabinet Member for Highway Management. The Proposals received were listed in Appendix I to the Report. Individual members would be contacted over the coming weeks regarding proposals within their divisions and it was also intended to gauge the support of Parish and Town Councils prior to advertising.

The Committee noted that following advertisement:

- proposals which did not attract objections would be implemented without the need to report back to Committee; and
- proposals attracting significant objections would be reported to the next Committee meeting on 13 June 2019.

* **42** **South Zeal Traffic Regulation Order**

(Councillor Leech declared a Personal Interest in this matter by virtue of a relative residing near the location of a proposed parking restriction)

(Mr J McKechnie, Mr S Powell, Mr A Pearce and Mr Maunder attended and spoke in accordance with the Public Participation Scheme objecting to the proposals for additional parking restrictions in South Zeal relating to, inter alia, the limited on and off-street parking available for residents and visitors, the impact on local businesses, the need for an additional car park which was currently being investigated and the levels of objections received).

The Committee received written statements from Mr McKechnie, Mr Pearce and Mr Powell.

The Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/32) on revised proposed restrictions which would result in the control of approximately 180m of road over 11 locations, with Double Yellow Lines (as shown at Appendix II to the Report and in the Plan attached).

The Report included:

- details of survey results undertaken by the County Council on Thursday, 28 February 2019 and Monday 4 March 2019;
- the outcome of the consultations undertaken between 17 January 2019 and 7 February 2019 (Devon County Council (Various Roads, South Zeal) (No Waiting & Parking Restrictions) Amendment Order B13396-2 5730);
- details of two petitions (one within the consultation period) the first (e-petition) objecting to previous proposals and the other objecting to the current proposals with analysis by Officers;
- a South Tawton Parish Council survey (*South Zeal Traffic and Parking Consultation results, March 2016*) of local parishioners and users of the centre of South Zeal; and
- three options available to this Committee: Option 1. Implement the Proposals as Advertised; Option 2. Implement the proposals removing the section on the Road from Shilhayes shown on Plan No. ENV 5730-004; and Option 3. Do not implement the proposals.

The Officers responded in detail relating to the objections received and questions raised by the speakers and Members and confirmed that both the Devon and Somerset Fire and Rescue Service and the local bus operator Country Bus were in favour of the proposed restrictions to limit potential access problems. The Officers also confirmed that the provisions of Section 122 of the Road Traffic Regulation Act 1984 had been given due consideration by Officers and had been met as far as was practicable. This view had been endorsed by the County Solicitor. The Officers acknowledged that an additional off-street car park would alleviate current issues should a suitable site be identified, subject to planning permission.

Members referred to the limited restrictions now proposed and the requirement to balance the needs of residents and visitors (noting the available current on and off-street parking provision) and ensuring access for emergency and local bus services and other users.

It was **MOVED** by Councillor Sanders, **SECONDED** by Councillor McInnes and

RESOLVED

(a) the contents of the report be noted; and

(b) that the proposals be implemented as advertised.

(N.B. location of the sources of the objections indicated on the attached Plans)

* **43** **Whitchurch Road: Grenofen**

(In accordance with Standing Order 23(2) Councillor Sanders had requested that the Committee consider this matter)

Mr R Jones and Ms S Naybour attended and spoke in accordance with the Public Participation Scheme requesting amending the speed restrictions in Grenofen, nr Tavistock to 30 mph from the current national speed limit of 60 mph.

The Chair reported that he had raised this item to address residents' concerns about speeding on Whitchurch Road in Grenofen following a review by the Speed Compliance Action Review Forum (SCARF).

The Committee also received a written submission by residents adjacent to Whitchurch Road, Grenofen '*This Mile of Road is Dangerous. We need Village Status and 30 mph limit*'.

The Officers outlined the SCARF process and options now available and confirmed that whilst they were no concerns about 'village' status following the SCARF review (including analysis of the low level of reported Road Traffic Collisions and no personal injury record) a change of speed limit could not be recommended at this location. Options included investigation into gateway features and/or installation of new Village Name Plates for the Village which could lead to reduced speeds. Funding was limited, and the local Parish Council could be approached to contribute towards an upgraded sign.

The Chair requested that the Officers approach the Parish Council with a view towards a contribution for the installation of upgraded Village Name plates at the appropriate locations. The effect of new Village signing on speed would be monitored.

* **44** **Dates of Meetings**

29 July 2019 (Okehampton); 5 November 2019 (Tavistock) and 4 March 2020 (Okehampton) at 10.30 am.

[N.B. Dates of meetings available on the Council's website at:
<https://democracy.devon.gov.uk/mgCalendarMonthView.aspx?GL=1&bcr=1>*]*

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 1.32 pm

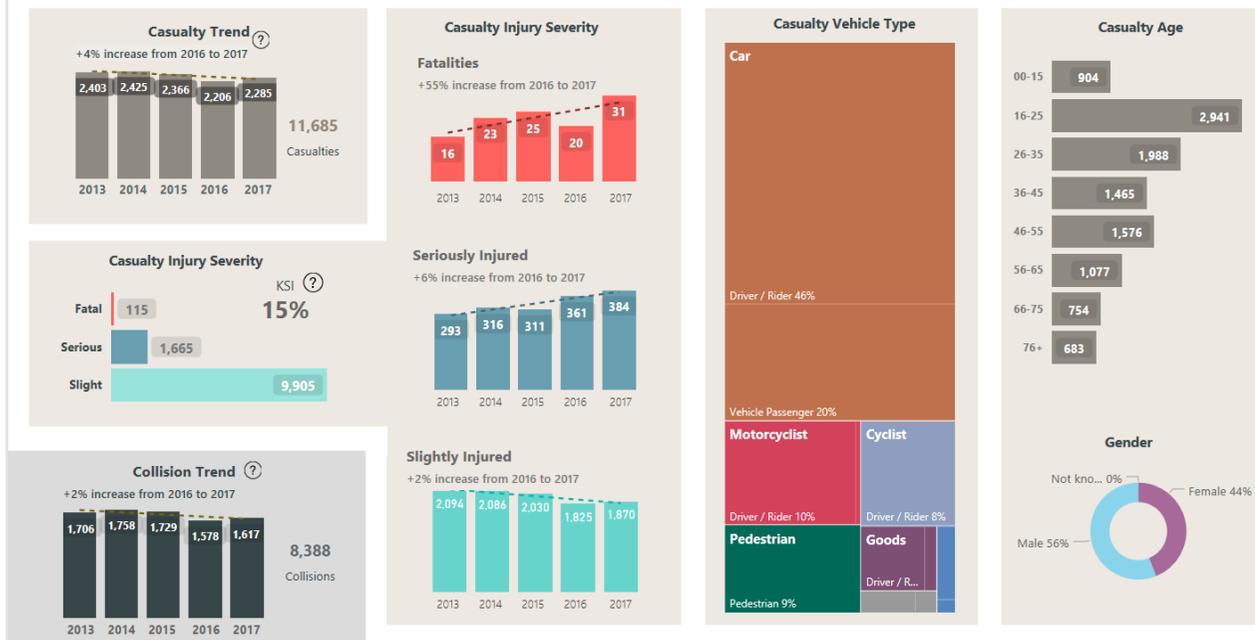
HATOC	West Devon	Date	22 March 2019, 1030hrs
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Key Messages

Dashboard Data

Message

Devon County Council Area (2013-2017)



- **Devon County Network Area**
- Overall casualty trend for Devon in the last five years is decreasing – 2285 in 2017 - even though the collision trend is rising
- Numbers of the most severe injuries are, however, rising – 31 fatalities and 384 serious injuries in 2017 – the highest number for each in over five years
- KSI (Killed and Seriously Injured) numbers principally affect car occupants – 55% of the total
- However, collision rates (per mile travelled) for motorcyclists, cyclists and pedestrians are high.
- And whilst casualties in the 16-25 year age group are most prevalent, the casualty rate per mile travelled for older drivers is similar to younger drivers, and needs to be seen in the context of an aging population.

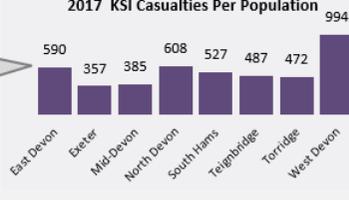
KSI COLLISIONS					
Devon District	2017 KSI Collisions	% Change from Prev Yr	% Change from 5 yr ave	Poisson Significance	Change Poisson Sig
East Devon	69	+13%	+38%	3%	★
Exeter	44	+47%	+29%	14%	★
Mid Devon	30	+15%	+20%	31%	
North Devon	49	+44%	+20%	16%	
South Hams	42	-16%	+14%	40%	
Teignbridge	64	-2%	+21%	13%	★
Torridge	26	-4%	+4%	47%	
West Devon	48	+9%	+37%	9%	★
Devon	372	+10%	+24%	0%	★

All districts have seen a rise in KSI collisions from the previous five year average. **East Devon** has seen a statistically significant increase.

Again note a casualties per population rate is considered a rudimentary way of comparing areas; it does not take into account the varying road network length for each area, and the varying traffic flows (some districts have Highways England routes such as A30 / A38 / M5 running through them where others do not have such high traffic roads e.g. West Devon which includes Dartmoor).

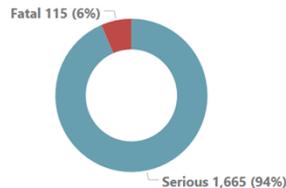
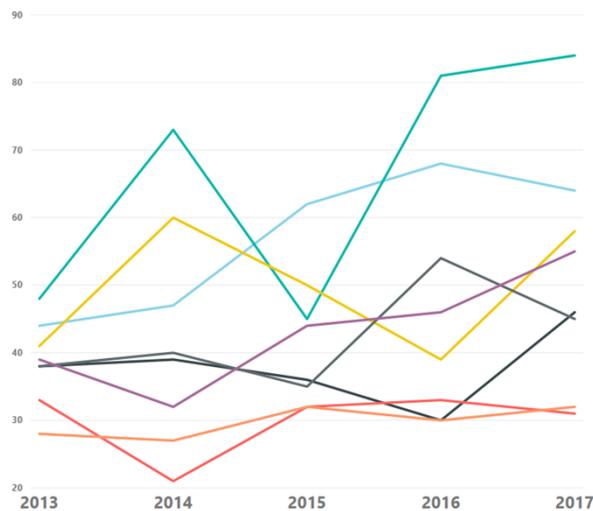
KSI CASUALTIES			
Devon District	2017 KSI Casualties	2017 Population	KSI Casualties Per 1 million Population
East Devon	84	142,265	590
Exeter	46	128,916	357
Mid Devon	31	80,623	385
North Devon	58	95,440	608
South Hams	45	85,340	527
Teignbridge	64	131,437	487
Torridge	32	67,821	472
West Devon	55	55,329	994
Devon	415	787,171	489

2017 KSI Casualties Per Population



- How does West Devon compare with other HATOC areas?
- All districts have seen a rise in KSI collisions.
- The rise in West Devon is not statistically significant and may be the subject of random fluctuation.
- Although a crude measure, casualties per million population is one way of comparing district areas. Using this rate, West Devon performance at 994 KSI casualties per 1 million population is the worst performing district on a range which starts with Exeter at 357 KSIs per.

Casualties (2013-2017) - Fatal, Serious

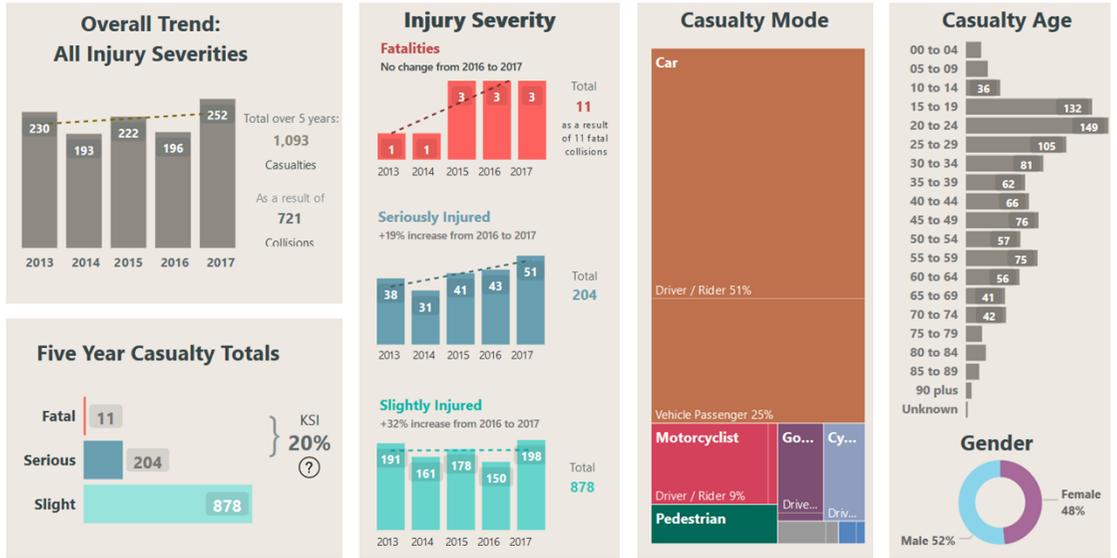


.District	2013	2014	2015	2016	2017	Total
East Devon	48	73	45	81	84	331
Teignbridge	44	47	62	68	64	285
North Devon	41	60	50	39	58	248
West Devon	39	32	44	46	55	216
South Hams	38	40	35	54	45	212
Exeter	38	39	36	30	46	189
Mid-Devon	33	21	32	33	31	150
Torridge	28	27	32	30	32	149

- District Five Year Trend comparison
- West Devon KSIs have been generally rising over time.
- However, its five-year count for KSI casualties is at the midpoint for all the districts, with Torridge and Mid Devon at the lower end of the scale with 149 KSI in five years, and East Devon with 331.

West Devon Casualties (2013-2017) - All Injury Severities

Casualty D.L.

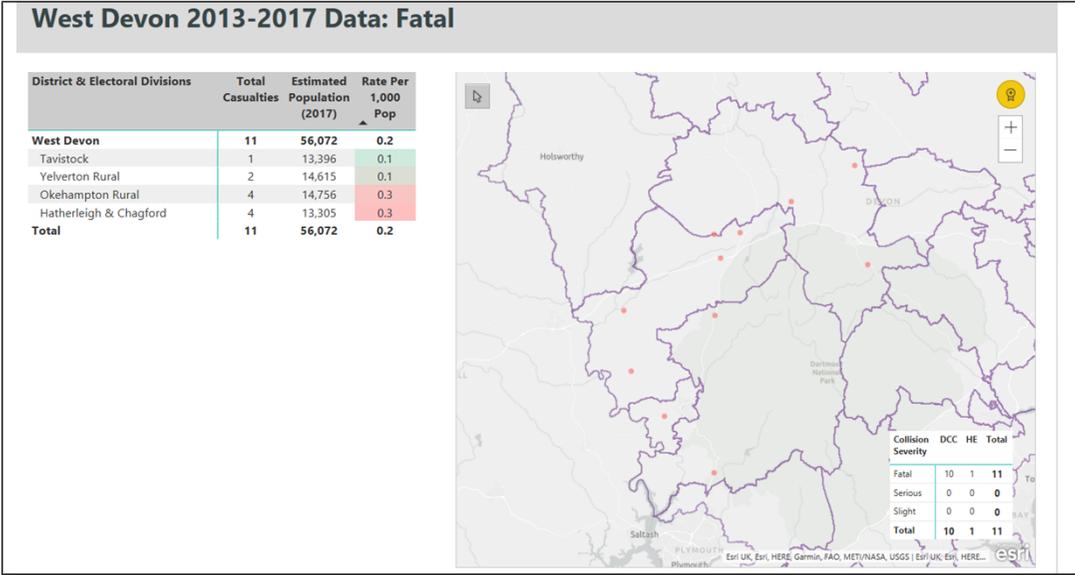


- West Devon HATOC area - overview
- Overall casualty trend is rising over time
- In common with other districts, the trend for both serious injuries and fatalities is rising. Slight injuries are broadly level.
- The pattern of serious and fatally injured casualties is similar to that of Devon as a whole, with car occupants making up most of the numbers - but collisions per mile travelled will be high for motorcyclists, pedestrians and cyclists.

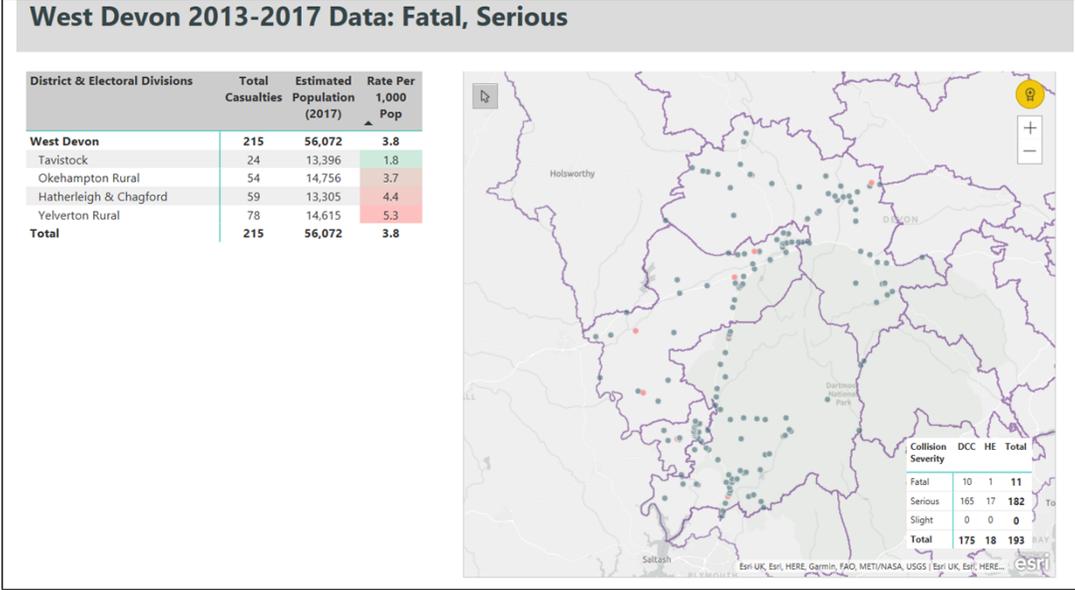
West Devon Casualties (2013-2017) - Fatal, Serious



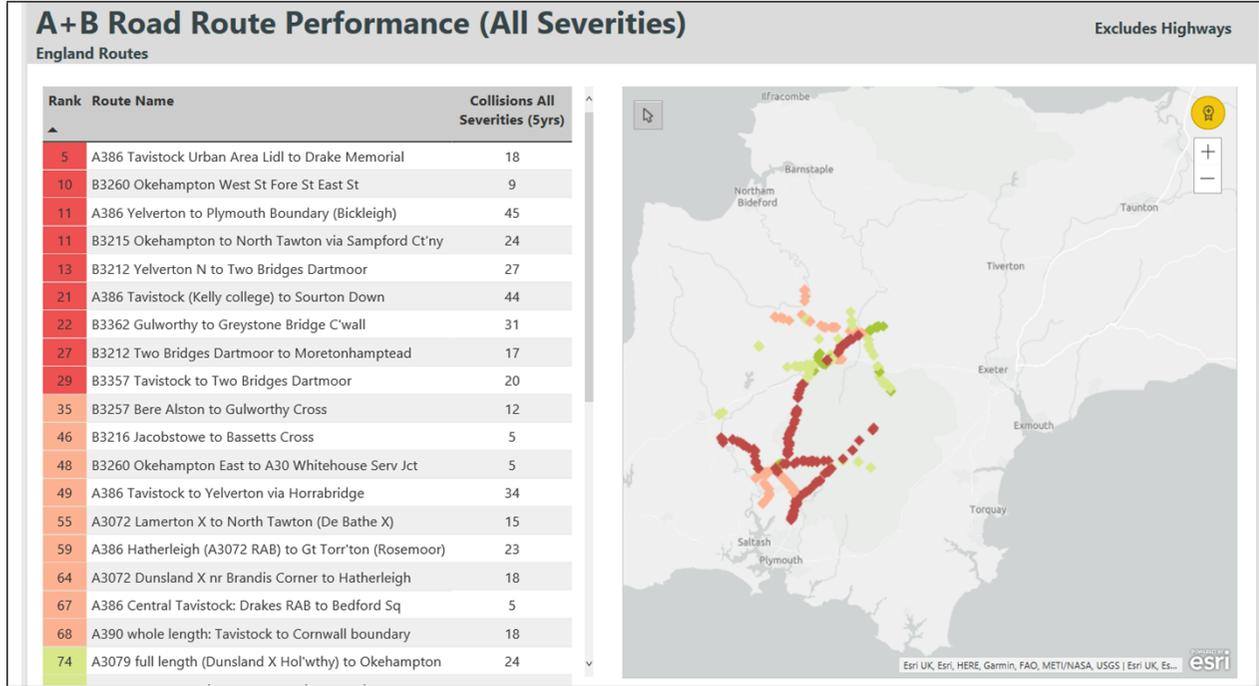
- KSI Collisions – when they occurred
- KSI collisions in West Devon peak in the mid to late afternoon with a rise during the morning commuter period that is less pronounced than other districts.
- Sunday and Monday are the peak days for KSI collisions and they follow a similar pattern with the highest number of incidents in the late afternoon.
- July the peak month for KSIs, and Summer is the peak season



- **Locations – fatal**
- There were 11 fatalities in the last 5 years, with no observed clustering at single locations.



- **Locations – KSI**
- When looking at KSIs at electoral division level then the KSI numbers also tend to reflect the population areas.
- Consequently, Yelverton Rural has the highest number of KSI casualties at 78, and the highest KSI rate per 1000 population at 5.3
- Tavistock has the lowest number (24) and the lowest per 1000 population rate (1.8)



- The Devon network is subdivided into 144 A class routes (where 1 is the worst performing and 144 the best). B class routes are subdivided into 124 sections.
- Example route performances for West Devon include:
- The A386 Tavistock Urban Area Lidl to Drake Memorial (ranked 5/144 with 18 collisions of all severities in five years)
- B3260 Okehampton West St, Fore St, East St (ranked 10/124 with 9 collisions of all severities in five years)

Contributory Factors & Locality Data

 Contributory Factor data is based on officer opinion. Up to 6 factors per collision can be recorded.

West Devon Casualties (2013-2017) - Fatal, Serious

193 Collisions

Factor	Co...	Factor Type
Loss of control	65	Driver/Rider Error
Failed to look properly	57	Driver/Rider Error
Failed to judge other persons path or speed	31	Driver/Rider Error
Travelling too fast for conditions	31	Injudicious Action
Careless/Reckless/In a hurry	28	Behaviour/Inexperie...
Poor turn or manoeuvre	26	Driver/Rider Error
Swerved	23	Driver/Rider Error
Exceeding speed limit	22	Injudicious Action
Slippery road (due to weather)	22	Road Environment

Blameworthy Vehicles

Distance From Home

Less than 10 miles away	58%
10-30 miles away	27%
30-60 miles away	4%
More than 60 miles away	12%

Top 5 Most Recorded Postcodes



Control Data: Devon County Council Norm

721 Collisions

Factor	Count
Failed to look properly	583
Loss of control	342
Failed to judge other persons path or speed	314
Careless/Reckless/In a hurry	288
Poor turn or manoeuvre	264
Travelling too fast for conditions	235
Slippery road (due to weather)	155
Exceeding speed limit	153
Impaired by alcohol	117

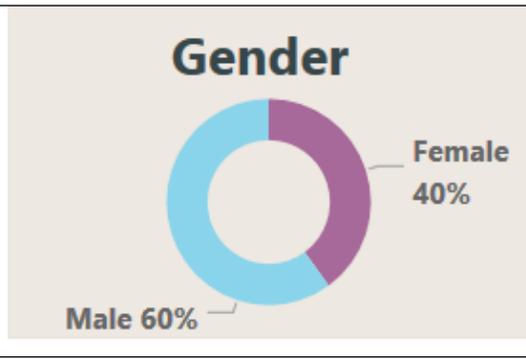
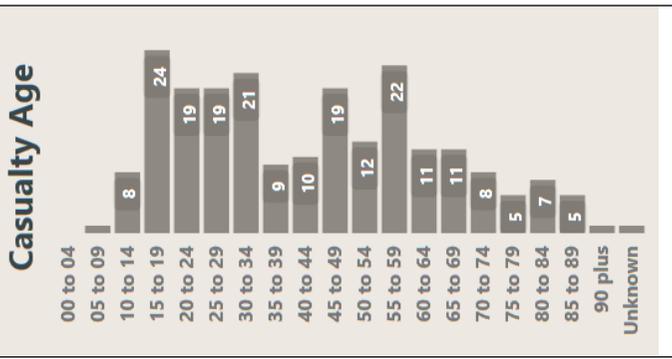
Blameworthy Vehicles

Distance From Home

Less than 10 miles away	70%
10-30 miles away	17%
30-60 miles away	5%
More than 60 miles away	8%

CONTROL DATA: Factor Types





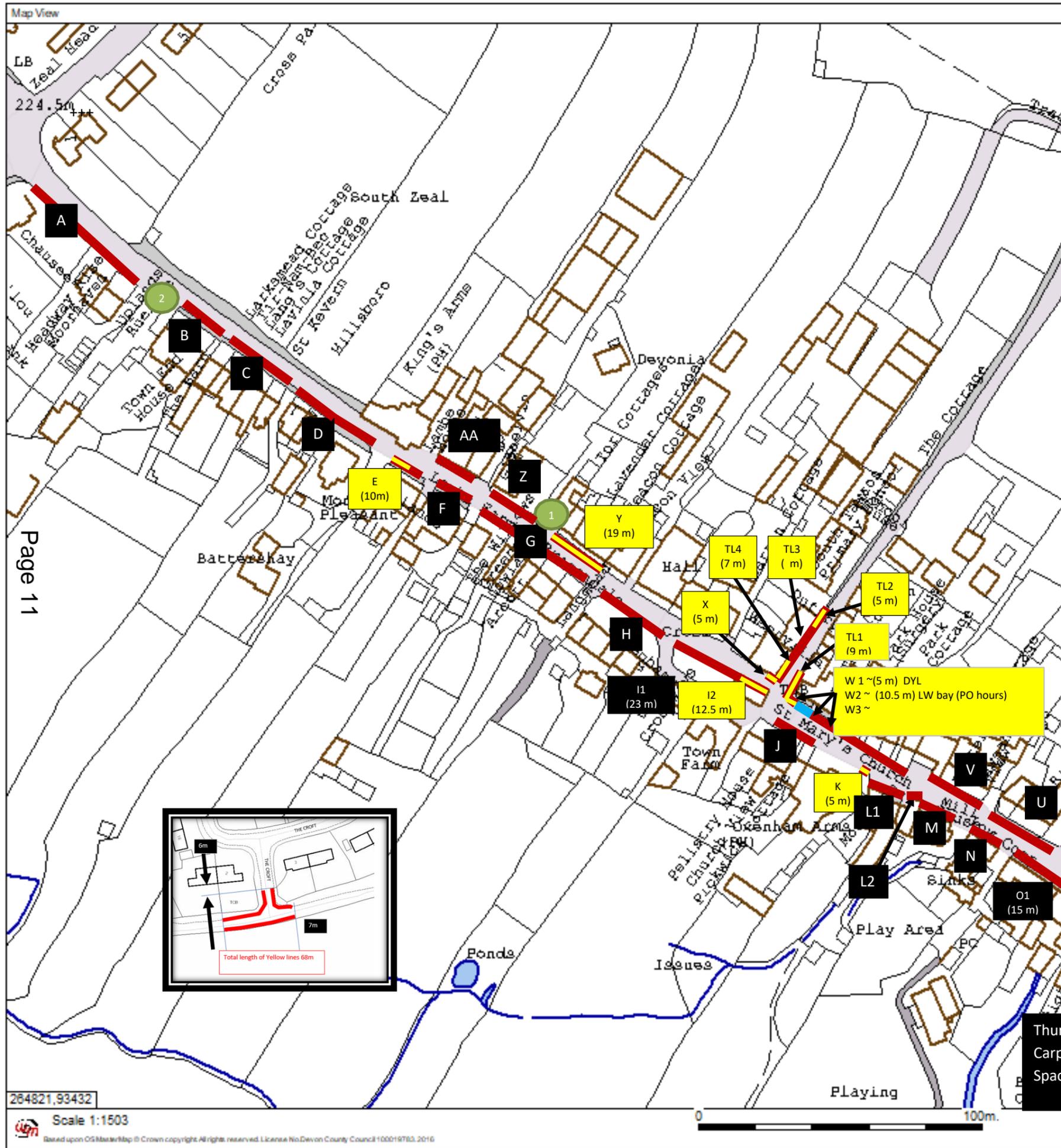
- **Why the collisions occurred – KSI**
- The collision factors (assigned by the police at the time of the collision) are broadly similar for West Devon as for Devon as a whole.
- Driver or rider error is most prevalent, largely comprising:
- Loss of control (higher than control)
- Failed to look properly
- Failed to judge another person's path or speed
- Travelling too fast for conditions (higher than control)
- Blameworthy vehicles are driven by what might be classified as local drivers, with 58% living within 10 miles of the collision site and 85% within 30 miles
- **To whom – KSI**
- 60% of KSI casualties are male
- 15-19 year olds are the main casualty age band
- Within that band, 75% are male

Principal target areas arising		
Who?	Why?	
Young and novice drivers	<ul style="list-style-type: none"> • Significant risk of collision involvement in first months of driving • Risk extends to peer group passengers • Over-represented in collision injuries compared with their population 	
Older drivers	<ul style="list-style-type: none"> • Collision risk per mile travelled is disproportionate • Injury severity increases with age • Important to support safe independent travel for access to services, health care, community etc 	
Motorcyclists	<ul style="list-style-type: none"> • Over-represented for serious injuries and fatalities per mile travelled • Important to maintain safe access to motorcycling as an economically accessible mode of transport 	
Business Drivers	<ul style="list-style-type: none"> • High rates of exposure lead to significant collision risk • Companies can influence safety of many drivers creating potentially excellent rates of return • Company procurement policies can influence the availability of safer vehicles 	
Cyclists	<ul style="list-style-type: none"> • The trend for cyclists seriously injured is rising • Numbers injured are expected to rise with more and longer journeys made by bicycle • Bikeability training is entirely grant funded and appears to be effective in improving safety 	
Where?		
	<ul style="list-style-type: none"> • Routes and sites with collision clusters or higher collision densities in which the collision characteristics demonstrate patterns that are thought to be treatable. • Routes and sites identified for speed enforcement or engineering through the SCARF process • Routes independently identified by DfT as being higher risk – if accompanied by grant funding. 	
What types of road safety intervention?		
High risk behaviours – enforcement and education	<ul style="list-style-type: none"> • Excess speed • Drink and drug driving • Failure to wear a seat belt 	<ul style="list-style-type: none"> • In-vehicle distraction (for example, mobile phone use) • Careless or inconsiderate driving (for example, close following)
High risk sites – engineering & enforcement	<ul style="list-style-type: none"> • Sites identified as having collision ‘clusters’ with treatable collision factors 	
High risk routes – education, training, engineering and enforcement	<ul style="list-style-type: none"> • Routes with consistently high levels of collisions involving fatalities and serious injuries 	

Highway design	<ul style="list-style-type: none"> • Road Safety Audit procedures used to help ensure high safety design standards for new projects • Designing for severity reduction as well as collision reduction
Interventions	
Devon CC	Activity
Young and Novice Drivers	<ul style="list-style-type: none"> • Development of an innovative higher risk route training package
Older Drivers	<ul style="list-style-type: none"> • Development of an innovative higher risk route training package • Continued roll-out of our Driving Safer for Longer programme • Assessed drives and advice for motorists with (often) age-related physical or mental health conditions.
Business Drivers	<ul style="list-style-type: none"> • Training advice and support for fleet managers and drivers • Support offers to businesses arising from observed offences committed by at-work drivers
Motorcyclists	<ul style="list-style-type: none"> • Development of an innovative higher risk route training package
Cyclists	<ul style="list-style-type: none"> • All primary and secondary schools are offered the opportunity to host our free Bikeability courses. • Over 66,000 children across the <i>county</i> received Bikeability training since the launch of Bikeability in 2007. • Nearly 10,000 children in Devon will be trained this FY
Younger (non-motorised) road users	<ul style="list-style-type: none"> • School Crossing Patrol service • Development of a new 'Integrated Road Safety Offer' for schools comprising patrols (as needed), Bikeability, in-school and self-help education and support
Road Safety Partners	
Safety Camera Partnership Speed Enforcement	<ul style="list-style-type: none"> • Fixed, mobile, and average speed systems in place – helps to reduce both the likelihood and outcome severity of a collision.
Devon and Cornwall Police No Excuse Team	<ul style="list-style-type: none"> • Targeted enforcement of higher risk offenders
Young Driver Partnership Interventions	<ul style="list-style-type: none"> • Learn-2-Live – reaching 10k emerging and novice drivers pa • My Red Thumb – social media-based awareness raising initiative targeting drivers at risk of in-vehicle distraction
Motorcyclist	<ul style="list-style-type: none"> • Biker Down – training delivered by Fire and Rescue for motorcyclists to provide first-on-the-scene care to other riders involved in collisions

Business Drivers	<ul style="list-style-type: none"> Regional initiative under development including collaboration with police, fire & rescue and safety camera partnership
Older Drivers educational disposal by Devon and Cornwall Police	<ul style="list-style-type: none"> Educational alternative to prosecution for Due Care and Attention offences involving drivers over 70 years

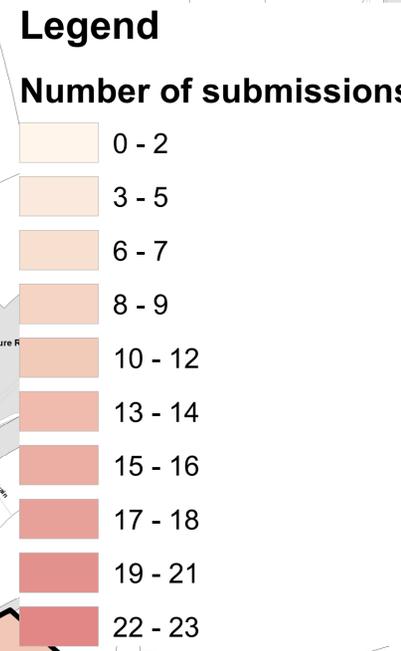
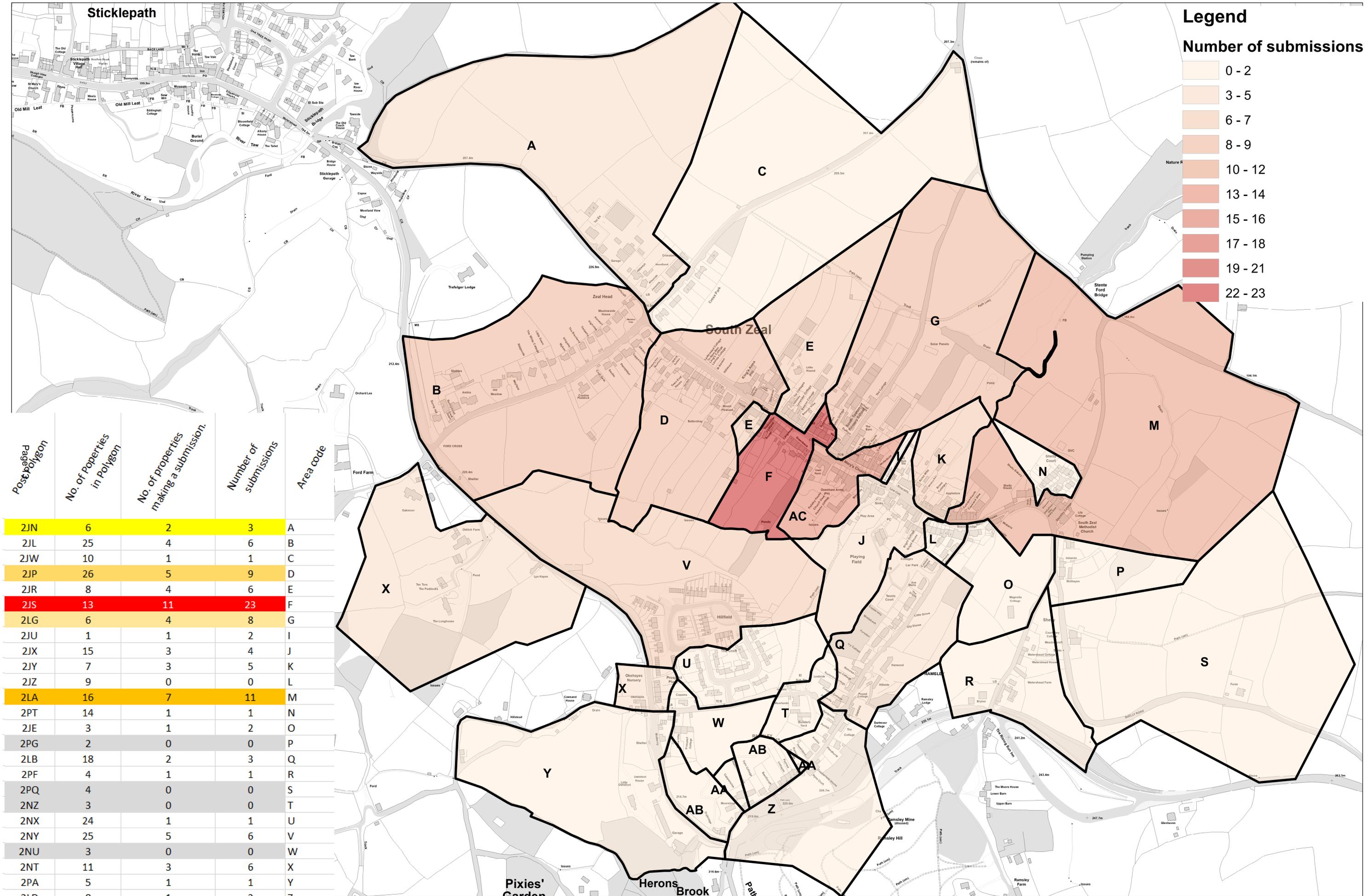
Future Strategy	
Devon	<ul style="list-style-type: none"> Draft Strategy in place that reflects a Safe System approach to casualty and severity reduction – targeting: <ul style="list-style-type: none"> Safe Road Users Safe Speeds Safe Roads & Roadsides Safe Vehicles and Improved Emergency Response and Care post-incident. The draft strategy is subject to consultation Developing a Public Health perspective for our road safety approaches to see where safe transport can contribute to the general health of the wider community
Regional Partnership	<ul style="list-style-type: none"> Development of a regional road safety strategy that identifies and targets the Common Ground / shared priorities for highway authorities; police; fire & rescue; public health; community safety



		5.5 middle 5.0 end	Google Dec 2008	Google Dec 2011	Google Sat	Thurs 28 Feb, 7:20	Mon 4 Mar 6:30
A	47	9	0	x	1	0	3
B	16	3	2	x	1	1	3
C	28	5	5	x	3	4	5
D	30	6	2	x	4	1	2
E	14	2	1	x	2	1	0
F	13	2	0	x	2	2	m/c
G	44	9	7	x	5	5	8
H	23	5	4	x	3	4	4
I1	23	5	1	x	1	1	3
I2	12.5	2	0	x	0	1	1
J	16	3	2	x	2	3	
K	5	1	0	x	0	0	0
L1	13	2	0	x	0	0	2
L2	1	5	0	x	0	1	0
M	11	2	1	x	0	1	0
N	10	2	1	x	2	2	
O1	22	4	2	x	2	2.5	1
O2	15	3	1	x	0	0.5	1
P	36	7	1	2	0	2	3
Q1	18	3.5	0	0	2	2	0
Q2	18	3.5	0	0	2	2	2
R	40	7	2	3	0	1	1
S	45	9	8	6	5	6	5
T	42	9	3	x	7	6	5
U	16	3	4	x	1	3	3
V	19	3	0	x	2	3	1
W1	5	1	0	x	.25	0	0
W2	10.5	2	1	x	.75	1	1
W3	32	6	2	x	4	5	5
TL1	9	1.5	0	x	0	0	0
TL2	5	1	0	x	0	0	?
TL3	14	3	3	x	2	3	?
TL4	7	1	1	x	2	0?	0
X	5	1	0	x	0	0	0
Y	19	3	1	x	0	0	0
Z	18	3	2	x	1	3	1
AA	16	3	2	x	2	2	2
Lost spaces		25	5	0	7	5.5	3

Thurs 28th
Carpark 12
Spaces taken

Minute Item 42



Postcode Polygon	No. of Properties in Polygon	No. of properties making a submission.	Number of submissions	Area code
2JN	6	2	3	A
2JL	25	4	6	B
2JW	10	1	1	C
2JP	26	5	9	D
2JR	8	4	6	E
2JS	13	11	23	F
2LG	6	4	8	G
2JU	1	1	2	I
2JX	15	3	4	J
2JY	7	3	5	K
2JZ	9	0	0	L
2LA	16	7	11	M
2PT	14	1	1	N
2JE	3	1	2	O
2PG	2	0	0	P
2LB	18	2	3	Q
2PF	4	1	1	R
2PQ	4	0	0	S
2NZ	3	0	0	T
2NX	24	1	1	U
2NY	25	5	6	V
2NU	3	0	0	W
2NT	11	3	6	X
2PA	5	1	1	Y
2LD	8	1	2	Z
2LE	2	0	0	AA
2LF	9	1	2	AB
2JT	10	9	13	AC
TOTALS	287	71	116	

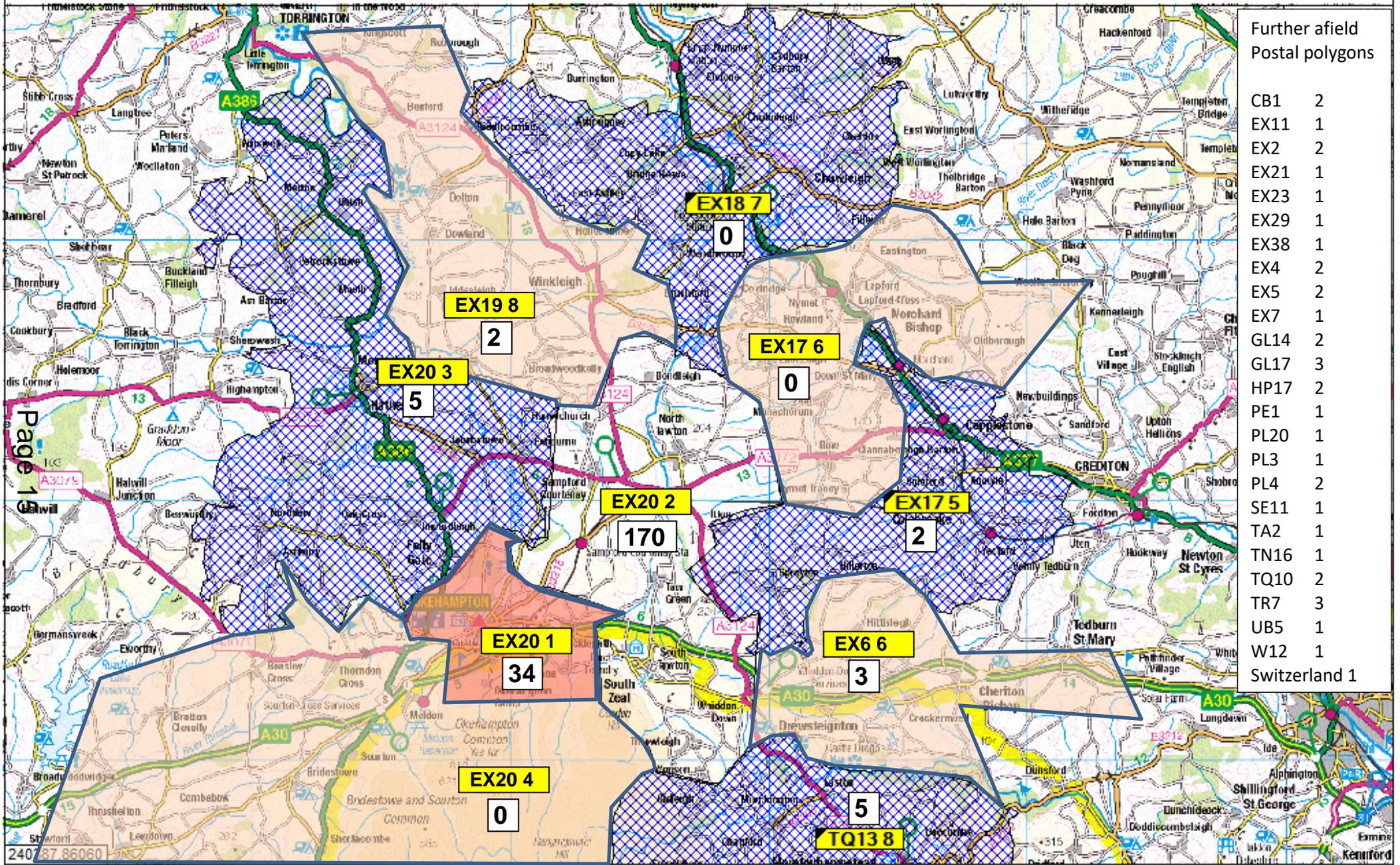
Title: All Postcode areas
Scale:

Date: 14/03/2019
Author: Rowan Hooper

Place
Devon County Council
Lucombe House, County Hall
Exeter, EX2 4QD
Tel: 01392 382104
Fax: 01392 381459
Email: environment@devon.gov.uk

ESRI ArcGIS Plot
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Devon County Council. 100019783. 2019





Further afield
Postal polygons

CB1	2
EX11	1
EX2	2
EX21	1
EX23	1
EX29	1
EX38	1
EX4	2
EX5	2
EX7	1
GL14	2
GL17	3
HP17	2
PE1	1
PL20	1
PL3	1
PL4	2
SE11	1
TA2	1
TN16	1
TQ10	2
TR7	3
UB5	1
W12	1
Switzerland	1

Page 15



Scale 1:200000



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